

POLICE RANSACK MRS. PAINE'S HOME FOR MURDER CLUE

Buffalo Sleuths, Against Her Protest, Seek for Incriminating Evidence to Connect Her with the Tragedy That Resulted in the Mysterious Death of E. L. Burdick.

Belief Expressed by the Detectives that an Arrest Is Due Within Very Few Hours and that the Clue That Was Needed to Put Them on the Right Track Has Been Found.

(Special to The Evening World from a Staff Correspondent.)
BUFFALO, March 4.—The police this afternoon searched from cellar to garret the home of Mrs. Seth T. Paine, at 492 Elmwood avenue. The work was done under the instructions of District Attorney Coatsworth and Chief of Detectives Cusack. Mrs. Paine was prostrated when the officers entered her home, but though her husband at first objected to the search being carried on, he was forced to recognize the rights of the police, and he submitted to the inevitable.

Mrs. Paine is the handsome wife of Dr. Paine and the woman whose photograph was found in the "den" of Edwin L. Burdick. She admitted to the police yesterday that she had called up Mr. Burdick on the telephone the day of the tragedy. The police apparently searched for letters to-day.

When asked whether or not there had been any results Chief Cusack said: "It is not time yet for any disclosures. We will speak in good time and not until we are sure."

PENNELL HEAVILY INSURED.

The foregoing was interesting to the friends of all parties concerned, but even as interesting was the fact divulged to-day for the first time that Arthur R. Pennell, lawyer and clubman, whose name has been linked with that of Mrs. Alice Burdick, since the murder has had his life insured for \$150,000. Fear of Mr. Burdick, it is said, prompted Pennell to take this action.

It is known that there were harsh words between Burdick and Pennell and Burdick had lately taken to carrying a revolver.

The question now asked by the police in connection with this did Pennell fear for his life. Pennell when interviewed on this question to-day said: "I don't care to talk too much about this turn in the case; perhaps I have already talked too much. The fact that I have had my life so heavily insured is nothing to any one but me and my family."

Superintendent of Police Bull, who made the first definite announcement last night that one woman whose identity he will not disclose, but who has been under the gravest suspicion for five days, murdered Edwin L. Burdick, added a little to his statement to-day.

He said that in the case of this woman there was a double motive for putting Burdick out of the way. The woman feared the exposure which the divorce proceedings would entail upon her. She had another and a powerful reason for wishing Burdick dead. What this reason was can only be surmised. It may have been that one more dear to her than her own life or her own honor was involved in the scandal, which was on the point of breaking. It may have been that the price of her own happiness with her lover or husband was made contingent on her doing the awful deed.

Heretofore, the officials have declared stoutly that the person who did the murder was one who would suffer by the disclosures to be made on the trial of the divorce action brought by Burdick against his wife.

NOW ON THE RIGHT TRACK.

To-day Supt. Bull declared that he was not satisfied that the sole object of the murderess was to shut off all further action in the divorce proceedings. The Superintendent said there was just one line of information which the police required before they would feel justified in making an arrest. This particular line of information had evaded the police up to yesterday. Then they got on the track of it. Detectives are working on it now. When they secure what Superintendent Bull believes they will bring in within a few hours the woman suspect.

Chief of Detectives Cusack spent almost the entire morning in conference with District Attorney Coatsworth. When he emerged at noon he was asked: "Will there be an arrest to-day?"

"There may be," he said. "I am not sure, of course. It may come to-day and it may be delayed, but we are on the right track now. As to the identity of the woman we suspect, we have never departed from the right track."

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BIG SHIP WENT ASHORE.

Beckenham Struck the Rocks at Eaton's Point, L. I.
(Special to The Evening World.)
NORTHPORT, L. I., March 4.—The British steamship Beckenham, Capt. Reasburn, went on the rocks at Eaton's Point in the dense fog before daybreak to-day and stove two big holes in her forward water-tight compartments.

All pumps were set to work and by afternoon the water was sufficiently reduced to float the ship at high tide, when assistance came from a New York wrecking company. The vessel left Calcutta twenty days ago with a \$1,000,000 cargo, half of which she discharged in Boston. She is owned by the British Steamship Company and carries a crew of thirty-six men.

POPE MUST HAVE REST.

Leo Will Receive No One Until End of Next Week.
ROME, March 4.—Although the Pope is in good health his physicians have imposed complete repose for the present.

Consequently, the Pontiff will receive no one until the end of next week.

HORSE KILLED HIM.

Had Been Kicked and His Dead Body Was Found in His Yard.
(Special to The Evening World.)
NEWARK, N. J., March 4.—Joseph Joy, seventy years old, who lived alone at Cedar Grove, N. J., was found dead outside of his house last night.

His skull was fractured, and it was at first believed that he had been murdered, but an investigation made by County Physician McKensie showed that the man's death had resulted from a kick from his horse.

BILLION AND HALF RECORD FOR CONGRESS

Peaceful Close of Exciting Session Marred by Slur to Speaker Henderson, Who Bade Farewell in Tears.

BIG APPROPRIATIONS MADE.

Excuse Heavy Expenditures by Citing Amounts Set Aside for the Panama Canal and Post-Office Offices.

(Special to The Evening World.)
WASHINGTON, March 4.—While the strains of "Auld Lang Syne" were echoing through the House at noon to-day, Speaker Henderson's gavel fell and the Fifty-seventh Congress was declared adjourned.

It was a peaceful ending to a session marked with many exciting events. The closing hours were given over to song and evidences of good-fellowship, only one disturbing incident, that of certain Democrats objecting to a vote of thanks to Speaker Henderson, marred the jolly finale.

The Fifty-seventh Congress closed with a record in appropriations, the total amount set aside under various bills being \$1,554,108,518, as compared with \$1,440,450,428 for the last Congress.

Excuse Made for this by the large appropriations for the Panama Canal and Post-Office appropriations.

Roosevelt There.
President Roosevelt and all the members of the Cabinet were in the Capitol to witness the dissolution, while diplomats and officials of every degree were in the throngs that jammed the House and Senate, and visitors from everywhere crowded every part of the great building.

With no business to transact, the House met at 10 o'clock to wait until noon, the time of adjournment fixed by the Constitution.

All the galleries were filled by 9 o'clock to expectation of an exciting finish, but the Congressmen had been in session until 4 o'clock this morning and had passed all the appropriation bills, leaving nothing to be done.

Cannon Called Up.

"Uncle Joe" Cannon, who will be the next presiding officer of the House, stood in front of the Speaker's desk "watching to see that no one got away with it." Representative Clayton, of Alabama, said:

"In order to give him a warming up" Speaker Henderson allowed Mr. Cannon to preside for a short time.

When he took the chair he was wildly applauded by both Republicans and Democrats.

After Mr. Cannon took the chair Representative Payne proposed the usual resolution of thanks to the Speaker. He said Henderson was entitled to it.

A small portion of the Democrats opposed it, but not a sufficient number to even get a roll-call. When they stood up to be counted they were hissed and jeered at by the galleries and Republican members, and the resolution was finally adopted.

President Roosevelt sent in a veto message on a bill to construct a dam on the Tennessee River.

Richardson, of Alabama, tried in vain to get the bill passed over the veto, but the House refused, and it was referred to the Committee on Rivers and Harbors.

At 11:30 o'clock the songsters in the House began to warble the songs that always go with the close of a session: "There's a Hole in the Bottom of the Sea," Speaker Henderson's favorite song; "Mr. Dooley" and "Dolly Gray" being some of the ditties rendered.

A Tearful Farewell.

The Congressmen were not in special good voice, for they had been sitting for long hours smoking many cigars, and had spent a good deal of the

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TWO CRASHES OF 'L' TRAINS; FOUR INJURED

Blinding Fog Obscures Signal Lights and Rear-End Collisions Result Within a Few Minutes of Each Other.

ROAD BLOCKED TWO HOURS.

Motorman and Three Passengers Seriously Hurt and Scores of Others on Trains Badly Shaken Up and Scared.

Four passengers were badly injured and traffic over the Fifth Avenue division of the Brooklyn "L" system completely tied up for two hours during the rush period this morning by two rear-end collisions which occurred between the Twentieth and Twenty-fifth street stations inside of half an hour.

Both collisions were due to the dense fog which hung over the rivers and bay and disrupted schedules on all the ferries and elevated lines. Three ferry-boat collisions also occurred as a result of the fog.

The first "L" collision occurred at 7:15 o'clock. A Coney Island train of four cars, crowded to the guard-rails, was taking on passengers at the Twentieth street station, when a Bath Beach train, in charge of Motorman Herman Jacobs, ran into it.

Jacobs says the fog was so dense that he did not see the train ahead until he was within ten feet of it. He reversed his power and turned on the brakes, but a collision was inevitable. The passengers were thrown off their feet by the shock and every window in the forward train was shattered. The rear car of the Coney Island train and the forward car of the Bath Beach train were thrown from the track, thereby blocking all traffic toward Manhattan until the arrival of a wrecking car. None of the passengers was injured, though many women were on the verge of hysteria.

The Second Collision.

Half an hour later and less than 300 feet away a south-bound Coney Island train, slowing up as it neared the Twenty-fifth street station, was run into from the rear by a south-bound Bath Beach train in charge of Motorman M. Marlon. The rear train was going at top speed and the impact was terrific.

By some strange freak the front and rear platforms, which collided, were not smashed, but the rear platform of the forward Bath Beach motor car and the front platform of the car behind it were smashed.

The guard rails were broken and three passengers on the platforms were severely injured. The rear platform of the forward car lay over on the platform back of it, and, smashing the rails, pinned down James Kopp, a sixteen-year-old plumber's apprentice, whose home is at No. 342 Sixth street. The lad suffered from contusions of the abdomen, a lacerated wound of the scalp and his left leg and ankle, which were pinned down by a broken guard-rail, were fractured. A crowbar had to be used to release him. He was taken to the Norwegian Hospital.

John B. Tomasello, the conductor, living at No. 152 Fifty-seventh street, had the bones of his left leg fractured. George Goetz, of No. 157 Douglass street, Jamaica, had his left leg badly wrenched. Thomas James, of 1 No. 60 Quincey street, and Amos Holden, of No. 127 Bedford avenue, who were hurt from the platform, suffered from shock and contusions.

Passengers Hurled from Seats.

The two hundred passengers aboard the trains were hurled from the seats to the floor and showered with broken glass. They scrambled to their feet and rushed to the platforms, but the guards would not let them leave the train.

Policeman William Holland, who was on the sidewalk directly beneath, heard the crash and at once turned in a fire alarm and an ambulance call. When the Department arrived he led the firemen to the "L" platform and they lifted the passengers from the cars to a narrow foot rail, along which they walked to the Twenty-fifth street station platform.

Some of the splintered woodwork, which was damp, fell across the third rail and ignited, the fire adding to the panic of the passengers.

Both trains were derailed in the second collision and in places the broken platforms tore up the sleepers in the roadway.

General Manager Dow F. Smith, of the Brooklyn Heights Railway, was in the vicinity and he took charge of the wrecking crews which were summoned to clear the tracks. He said: "Both collisions were due to the dense fog. This section, lying between the bay on one side and the Coney Island station on the other, is greatly exposed. The fog there is always thickest. The trains were running slowly or at a standstill, but the fog was much more serious. I saw that the rear lights were burning on both trains and the motormen seem to have been creeping along, but the fog was so thick they could not see ten feet ahead."

The Pennsylvania Limited.
Left New York daily for Chicago and St. Louis, Paired, accompanied by the dining car, Pullman, and the baggage car.

MRS. SETH PAINE, WHO WAS FRIENDLY WITH E. L. BURDICK.



4,000 "L" ROAD MEN READY TO STRIKE

They Hold Secret Meeting and Decide that if Demands for Concessions Are Not Granted They Will Tie Up the Whole Manhattan System.

What the "L" Road Trainmen's Union Demands:

\$2 for ten hours' work for train guards.

\$2.50 for ten hours' work for conductors.

Extra pay for overtime.

Preference to be given old men in chances for extra pay.

All of the employees in the transportation department of the Manhattan Elevated Railroad, except the porters, who are negroes, have organized a union to formulate demands, and a decision has been reached to strike unless these demands are granted.

Although the leaders of the new organization will not admit it, The Evening World has it on good authority that a refusal of the company to accede to the requests of the men will result in the crews deserting the trains wherever they may be between the hours of 5 o'clock and 7 o'clock next Monday evening in the height of the "rush hour."

The organization was perfected to-day in the Horton Building at No. 110 East One Hundred and Twenty-fifth street. The new union is to be known as the Elevated Railway Employees' Association and will have by to-night a membership of close to 4,000 men, including motormen, who are also members of the Brotherhood of Locomotive Engineers; conductors, guards, electricians, ticket-sellers, ticket-choppers, gate-men, track-walkers and switchmen. The union is affiliated with the American Federation of Labor.

Herman Robinson, District Organizer of the American Federation of Labor, and William D. Mahon, of Detroit, President of the Amalgamated

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LEROY DRESSER QUILTS TRUST CO. OF THE REPUBLIC.

It was learned late this afternoon that Leroy Dresser had resigned as President of the Trust Company of the Republic.

He will probably be succeeded by Henry M. Satterlee, the present attorney and Chairman of the Board of Directors. The trust company is the fiscal agent of the United States Shipbuilding Company, of which Lewis Nixon is President. Dissatisfaction over the affairs of the trust company is believed to have led to this step.

ASYLUM FOR WOMAN ARRESTED AT WHITE HOUSE.
PITTSBURG, March 4.—Mrs. Sarah E. McCloy was committed to the insane asylum at Marshalsea to-day. She was brought to this city yesterday from Washington, where she had been arrested while trying to see President Roosevelt about an imaginary post-office robbery.

MAN OF EIGHTY-FOUR ENDS HIS LIFE.
Leopold Boehm, eighty-four years old, of No. 3492 Third avenue, committed suicide this afternoon by shooting himself.

LATE RESULTS AT NEW ORLEANS.
Sixth Race—Peat 1, Compass 2, Moroni 3.

SULLY CAUGHT IN PANIC MAKING RAID ON COTTON

Movement Begins While Game Bull Speculator Is Out Eating Luncheon, Following a Flood of Selling Orders, and May Cost Him and His Supporters Many Millions.

PRICES FALL NEARLY \$2 A BALE, AND SPECULATORS MAKE FORTUNE.

Bear Trader Price Was in Full Command at the Close, but the Fight Will Go on To-morrow When Lively Times Will Be Repeated on the Cotton Exchange.

Amid scenes of the wildest excitement on the Cotton Exchange, the long expected break in price came in the hour before the close of the market this afternoon, and the bears believe that the doom of Daniel F. Sully, the bull leader, who has been trying to boost the commodity to 15 cents, is sealed.

Theodore H. Price, the bear leader, predicts that the bottom has fallen out of the market, and that there will be a slump to-morrow that will wipe Sully and his following out of the market.

Cash cotton closed this afternoon at 9.84, 32 points off yesterday's close; May at 9.76, 33 points off yesterday's close, and July at 9.54, 28 points off yesterday's close. The average net loss on cash cotton and all options amounts to \$1.60 a bale on the difference between the closing prices of yesterday and to-day.

The market was wobbly at the opening to-day and Mr. Sully had hard work to keep up his end. Selling orders came in from all over the country, indicating that the Southern planters are convinced that the market is at the top notch and want to get rid of their cotton at 10 cents. Reports from Alexandria, Egypt; Liverpool and New Orleans indicated a weak market.

WENT TO LUNCH AND WAS SWAMPED.

Sully stood the rush nobly and kept the market well up until about 1:30 o'clock, when he left the Exchange for lunch. He was gone for twenty minutes. When he returned the market had gone to pieces and offers were hurled at him so fast that he was swamped.

The roar on the Exchange was deafening and the dealing in the last half hour of trading was the heaviest in the history of the Exchange. During the day 800,000 bales were dealt in. Of these it is estimated that Sully bought about 250,000 bales at the top prices and the close found him loser about \$240,000 on the day.

PRICE MAKES \$160,000 PROFIT.

Mr. Price, the rival of the Providence bull leader, sold 100,000 bales short before the slump came, and closed his deals with a profit of close to \$160,000. In an effort to rally the market toward the close Sully flooded the Exchange with reports of terrible weather conditions in the South, but these had little effect. It is said that Sully, to protect himself, dumped some of his holdings into the market in the last few minutes of trading.

LIVELY TIMES EXPECTED TO-MORROW.

Lively times are looked for at the opening to-morrow. The bears appear to have the upper hand and will force the price down from the top of the bell. It would not be surprising were the predicted extermination of Sully to come to pass unless he can gather a more powerful influence than backed him to-day.

Interest in the cotton market is dominating Wall street. Twelve members will be admitted on Thursday to the Cotton Exchange and the price of seed has risen from \$7.20 to \$7.60. It is expected that a horde of outside traders will be in the market to-morrow to take advantage of the fluctuations, and dealing in cotton promises to reach an unprecedented figure.

M'COY AFTER FITZ FOR A BATTLE.

Kid Will Meet Ex-Champion Anywhere, Any Place and on Any Terms.

"Bob Fitzsimmons wants to fight, what he likes—meet him at any place, does he? Well, here's his chance," said Kid McCoy to an Evening World reporter this afternoon. "He made a public challenge to Ryan for the middleweight championship, and agreed to fight him at 135 pounds. I give Fitz all the credit that's due him for that, because it would be a hard job for him to get down to 135 pounds. Nobody knows that better than he does. But Ryan has side-stepped. He says that Fitz is an old 'has-been,' and evidently does not want to fight him, although the Port Erie club offers a \$10,000 purse.

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